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PRIVATE RESIDENTS AT HIS  
OUTPOSTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
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With which is incorporated the  
CHINA OVERLAND TRADE REPORT  
Subscription, paid in advance,  
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# Hongkong Daily Press.

ESTABLISHED 1857

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Infinitely superior to Meat Extract  
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BOVRIL is supplied to the British Admiralty  
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No. 16,397. 號七十三百三千六萬一第 日九月七年二第 1910. HONGKONG, FRIDAY, SEPTEMBER 2ND, 1910. 五拜禮 號二月九年十一百九千一英港 香港 PRICE \$3 PER MONTH.

## INTIMATIONS

CALL

AT

**"MOUTRIE"**

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**"MOUTRIE"**

**PIANO**

**FIVE YEARS'**

**WRITTEN GUARANTEE.**

**NEW MODELS FOR 1910.**

**PRICE \$378.**

**S. MOUTRIE & Co., Ltd.**

[s4-2]

**CHINA MUTUAL LIFE  
INSURANCE CO., LD.,**  
HEAD OFFICE, SHANGHAI.

**DIRECTORS AND OFFICERS.**

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C. STEPHENS, Esq.,  
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A strong British Corporation Registered  
under Hongkong Ordinances and under Life  
Insurance Companies' Acts, England.

Insurance in Force ... \$37,855,885.00  
Assets ... 8,415,250.00  
Income for Year ... 3,565,559.00  
Total Security to Policyholders 8,216,815.00

LEFFERTS KNOX, Esq., Hongkong, Can-  
ton, Macao  
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SIR PAUL CHATER, Kt., G.M.G.  
T. F. HOUGH, Esq.,  
C. J. LAURENT, Esq., [s472]

**GREEN ISLAND CEMENT COMPANY**

**PORTLAND CEMENT.**

In Casks 375 lbs. net

In Bags 250 lbs. net

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 29th April, 1909. [s728]

**PEAK TRAMWAYS COMPANY**

**LIMITED.**

**TIME TABLE.**

**WEEK DAYS.**

7.00 a.m.  
7.30 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.  
every 15 minutes.

Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

**SUNDAYS.**

8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.45 a.m. to 12.00 Noon. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to  
11.15 p.m., every half hour.

SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Voeux Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1909. [s76]

## MITSUBISHI DOCKYARD AND ENGINE WORKS.

All A.B.C. Western Union, and Engineering Codes used.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.  
Manufacturers of Central Condensers, Steam Manganese Brooms,  
and Parsons' Steam Turbines, etc., etc.

**AT NAGASAKI**—Telegraphic Address: "DOCK" NAGASAKI.

|       | Length on<br>Keel-Blocks | Breadth at Entrance<br>on Bottom. | Depth of Water<br>on Keel-Blocks. |
|-------|--------------------------|-----------------------------------|-----------------------------------|
| No. 1 | 510 ft.                  | 77 ft.                            | 26 ft.                            |
| No. 2 | 350 ft.                  | 53 ft.                            | 24 ft.                            |
| No. 3 | 174 ft.                  | 33 ft.                            | 34 ft.                            |

1 Patent Slip capable of lifting vessels up to 1,000 tons.  
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always  
ready at short notice.

**AT KOBE**—Telegraphic Address: "WADADOCK" KOBE.

|                              | No. 1.      | No. 2.       |
|------------------------------|-------------|--------------|
| Lifting Power                | 7,000 Tons. | 12,000 Tons. |
| Max. Length of Ship taken in | 450 Feet.   | 580 Feet.    |
| Breadth                      | 56 "        | 66 "         |
| Draft                        | 22 "        | 26 "         |

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.  
The Floating Dredgers, capable of lifting 40 ton weight. [s69]

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.



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**JARNAC COGNAC**  
Maison Fondée 1828.  
DISTILLERS OF FINE LIQUEUR BRANDIES  
SUPPLIED TO THE PRINCIPAL CLUBS, HOTELS & RESTAURANTS THROUGHOUT  
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Sole Agents: Caldbeck Macgregor & Co.

## LANE, CRAWFORD & CO.

(Telephone 97).

**NOW PROCEEDING**

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**LADIES' DEPARTMENT**

**25 PER CENT. DISCOUNT  
OFF USUAL PRICES.**

**LANE, CRAWFORD & CO.**

[s28]

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## STEAM NAVIGATION CO.

**S.S. "MARMORA."**

(10,500 TONS.)

**CAPTAIN G. H. C. WESTON, R.N.R.**

**THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON  
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 18TH, 1911,  
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—**

**MARSEILLES - - - - APRIL 15TH.**  
**LONDON - - - - APRIL 2ND.**

**FARES TO LONDON—**

1st SALOON £71.10 SINGLE; £106.14 RETURN.  
2nd " £48.8 " £72.12 "

For Further Particulars, apply to—

**E. A. HEWITT,**  
Superintendent.

[s1001]

## TRY

## WEISMANN'S COFFEE

**ROASTED AND GROUND ON OUR  
PREMISES DAILY.**

In  $\frac{1}{2}$  lb. and 1 lb. Tins.

[s46]

## BREWER & CO., LTD.,

PEDDER St., Adjoining Main Entrance HONGKONG HOTEL. TELEPHONE, No. 696.

|   |   |        |
|---|---|--------|
| Jane's Fighting Ships for 1910 ...                      | Lying Lips, by William Le Queux ...             | \$1.75 |
| The Statesman's Year Book, 1910 ...                     | The Shadow of a Titan, by A. F.<br>Wedgwood ... | 1.75   |
| Dogs and all about them, by Robert<br>Leighton ...      | The Cheerful Knave, by Noble Howard ...         | 1.75   |
| Dancing as it should be, by Edward<br>Scott ...         | Rancher Cartaret, by Harold Bindloss ...        | 1.75   |
| Routledge's Complete Letter Writer ...                  | The Spider, by Fergus Hume ...                  | 1.75   |
| Special Map of Chinese Empire and<br>Japan ...          | Convict 413L, by Marie Leighton ...             | 1.75   |
| Showing Recent Railway Concessions ...                  | The Stowaway, by Louis Tracy ...                | 1.75   |
| Packet Map of the World ...                             | The Black Tulip, by Alex. Dumas ...             | \$0.80 |
| Packet Map of Chinese Empire ...                        | The Three Musketeers, by Alex. Dumas ...        | 80     |
| Packet Map of Asia ...                                  | Dumas ...                                       | 80     |
| Route Chart of India and the East ...                   | The Queen's Necklace, by Alex. Dumas ...        | 80     |
| Wayside and Woodland Trees, by<br>Edward Step ...       | The Man in the Iron Mask, by Alex.<br>Dumas ... | 80     |
| Maintenance of Health in the Tropics,<br>by Simpson ... | Ten Year's Later, Alex. Dumas ...               | 80     |

**WHAT'S WRONG WITH THE WORLD?**  
BY G. K. CHESTERTON.

## LONG HING & CO., PHOTO SUPPLIES.

17, QUEEN'S ROAD CENTRAL.

JUST UNPACKED—

FOLDING POCKET CAMERAS, fitted with GOERZ,  
ZEISS and ROSS LENSES, PREMO FILM and  
PLATE CAMERAS, KODAKS, FILMS and  
ACCESSORIES. AT MODERATE PRICES.  
DEVELOPING AND PRINTING A SPECIALTY. [s10]

## INTIMATIONS

**BOXING!**  
AT THE  
CITY HALL.

**TO-MORROW (SATURDAY), 3ap Supr.**

**MAIN EVENT:**  
**BILL LEWIS v. BATTILING SIMMS,**  
25 Three Minute Rounds  
for a Purse of \$1,000.  
Preliminaries.

Bookings and Plans at ROBINSON, PIANO  
Co., Ltd.  
PROMOTORS, R. H. WHITTAKER.  
Hongkong, 29th August, 1910. [s89]

**PEAK TRAMWAYS COMPANY, LTD.**

**NOTICE.**

FOR the purpose of renewing some parts of  
the hauling machinery the Service of  
Cars will be Suspended from 8 P.M. on SATUR-  
DAY, the 10th inst., till 8 A.M. on MONDAY,  
12th inst.

**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 1st September, 1910. [s1007]

**HONGKONG CLUB.**

**NOTICE.**

THE EIGHTEENTH HALF-YEARLY  
DRAWING OF SIXTY-FIVE  
DEBENTURES (1896 issue) of the Hongkong  
Club, Payable on FRIDAY, the 30th Sept.  
1910, will be held at the Club House at 11 o'clock  
A.M. on SATURDAY, the 17th September,  
1910.  
Borrowers of Debentures are invited to attend  
the Drawing.  
By Order,  
**JAMES CRAIK,**  
Secretary.  
Hongkong, 1st September, 1910. [s1006]

**NOTICE.**

I HAVE This Day REMOVED my Office  
to No. 6, DES VOEUX ROAD, FIRST  
FLOOR, from 41, Wyndham Street.  
**H. M. H. NEMAZEE.**  
Hongkong, 27th August, 1910. [s184]

**TO-ALL WHOM IT MAY CONCERN.**

AFTER This Date, I shall be no longer  
Responsible for the Debts of my Wife,  
MARY WILKS.

**G. WILKS,**  
Naval Yard Police.  
Hongkong, 31st August, 1910. [s198]

## NOTICES OF FIRMS

**NOTICE.**

WE HAVE Authorized Mr. H. K.  
ERANI to Sign our Firm from the  
27th inst.  
**N. MODY & Co.**  
Hongkong, 30th August, 1910. [s192]

**THE HONGKONG CIVIL SERVICE  
CO-OPERATIVE SOCIETY, LTD.**

IT IS HEREBY NOTIFIED that Mr.  
D. B. VINCENT is appointed Manager  
of the above Society's Store from This Date in  
place of Mr. H. S. MARKHAM.  
**A. CHAPMAN,**  
Chairman of Directors.  
Hongkong, 29th August, 1910. [s186]

**SOCIETE DES PULPES ET  
PAPETERIES DU TONKIN.**

NOTICE IS HEREBY GIVEN that a  
First Call of Dollars Ten (\$10)  
HAIPHONG CURRENCY—Dollars Ten  
and Cents Twenty-five (\$10.25) HONGKONG  
CURRENCY, per Share will be made on the  
Preferred Shares of the above Company on the  
1st October, 1910.

Payment must be made to the HONGKONG  
AND SHANGHAI BANKING CORPORATION,  
The BANQUE DE L'INDO-CHINE, or to the  
INTERNATIONAL BANKING CORPORATION  
between SATURDAY, the 1st, and SATUR-  
DAY, the 8th October, 1910.  
The Provisional Certificates may be sent in  
to Messrs. LOWE, BINGHAM & MATTHEWS,  
St. George's Building, for endorsement after  
payment has been made, on surrender of the  
Bankers' Receipts. Interest at the rate of 7  
per cent. per annum will be charged on all  
unpaid calls after the 8th October, 1910.  
For the Board of Directors,  
**T. F. HOUGH,**  
Chairman.  
Hongkong General Purposes Committee.  
Hongkong, 1st September, 1910. [s1009]

**GENTLEMEN: WE HAVE  
SOMETHING TO SUIT YOU!**

JUST UNPACKED A FINE STOCK  
of Gentlemen's ROSE (ROCKS)  
assorted Shade and Designs, also ROSE  
GARTERS, BRACES, SCARF PINS,  
STUD and SLEEVE BUTTONS, Best  
Quality of PEARL BUTTONS, WAIST  
COATS and COATS, FANCY NECK TIES  
and SCARVES, DRESS TIES, Black and White,  
HANDKERCHIEFS, FLAIN and HEM-  
STITCH COTTON and LINEN, DRESS-  
ING HAIR BRUSHES and COMBS,  
&c., &c.

**HOOSAIN-ALI & Co.,**  
No. 14, Queen's Road Central.  
Hongkong, 18th July, 1910. [s1001]

## HOTELS

### HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.  
Well Furnished Reception-Rooms.  
Private Bar and Billiard Room for Hotel  
Residents.  
Electric Lifts to each Floor.  
Electric Lighting and Fans.  
Telephones on every Floor.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS.  
[s35] A. F. DAVIES, Manager.

### KING EDWARD HOTEL.

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (at  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 24th July, 1905. [s558]

### ORIENTAL HOTEL

No. 2, QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE  
HOTEL.  
ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly  
redecorated, extensively enlarged, and is now  
luxuriously furnished and up-to-date in every  
respect, situated in the most central position.  
Large and Airy Rooms, Hot, Cold, and Shower  
Baths, Gas and Electric Light and Fans, Large  
and Comfortable Lounge, Private and Public  
Bars and Billiard Rooms, CUISINE  
ENTIRELY UNDER EUROPEAN  
SUPERVISION. Sanitary Arrangements of  
the latest, HOTEL LAUNCH MEETS ALL  
STEAMERS. Monthly Rates for Month and  
Dinner. Special Rates for married families on  
application to  
**J. H. OXBERRY,**  
Manager.

**FREDERICK REICHMANN,**  
Proprietor  
(late Manager of J. H. LYONS (Trocadero),  
leading Caterers in London, and  
"GRAND ORIENTAL HOTEL, Colombo).  
TELEPHONE No. 197.  
TELEGRAPHIC ADDRESS "COMFORT,"  
Hongkong.  
Hongkong, 1st September, 1910. [s542]

### "BRAESIDE."

PRIVATE HOTEL.

STANDING in its own grounds with Tennis  
and Croquet Lawns, Large Airy and  
Well Furnished Rooms, every home comfort  
Fine View of the Harbour.  
Telephone, No. 690.  
Apply to—  
"Braeside," 20, Macdonnell Road.  
Hongkong, 4th December, 1907. [s36]

### "BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH  
CHINA).  
MACAO.

THE Hotel is under European manage-  
ment and most strict supervision as to  
food, cleanliness and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous for  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.

Macao is 40 miles south-west of Hongkong.  
Two steamers (s.s. *Sui An* and *Sui Tai*) daily to  
and from Hongkong, and two steamers to and  
from Canton, give easy communication with  
both these centres.  
Cable Address—"BOAVISTA."  
For Terms, apply to  
[s135] THE MANAGER

### VICTORIA HOTEL

SHAMSHEN-CANTON.

MANAGER—MR. H. HATHRE.  
Telegraphic address—"VICTORIA, SHAMSHEN."  
SITUATED ON THE BRITISH CONCESSION

### MACAO HOTEL

MACAO

Telegraphic address—"FARMER, MACAO."  
SITUATED IN THE CENTRE OF PRATA GRANDE  
Both Hotels electrically lighted, and under  
experienced European Supervision.  
GUIDES AND CHAIRS PROVIDED.  
Every information and Special attention give  
to Tourists.

REASONABLE RATES.

**WM. FARMER**  
Proprietor  
[s1004]



## INTIMATION



**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841

WINE & SPIRIT MERCHANTS.

**WATSON'S**

**E**

VERY OLD LIQUEUR  
**SCOTCH WHISKY**

A BLEND OF THE FINEST PURE  
MALT SCOTCH WHISKIES.

For over 30 Years WATSON'S

"E" has maintained the reputation of the FINEST  
SCOTCH WHISKY in the  
FAR EAST.

**A. S. WATSON & CO.,**  
LIMITED.

ALEXANDRA BUILDINGS.

**NOTICE TO CORRESPONDENTS.**  
ONLY communications relating to the news  
return should be addressed to THE EDITOR.  
Correspondents must forward their names and  
addresses with communications addressed to the  
Editor, not for publication but as evidence of  
good faith.  
All letters for publication should be written on  
one side of paper only.  
No anonymously signed communications that  
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Cables: A.S.W. 5th Ed. Lieber.  
P. O. Box, 34. Telephone No. 12.

**BIRTHS.**  
On August 25th, at Shanghai, to Mr. and  
Mrs. H. J. ANDREWS, a son.  
On August 26th, at Shanghai, to Mr. and  
Mrs. CHAS. JORGE, a daughter.

HONGKONG OFFICE: 10A, DES VOUT ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC

**The Daily Press.**

HONGKONG, SEPTEMBER 2ND, 1910.

For the past year Indians in considerable numbers have been passing through Hongkong every month on their way to America, and this outflow of labour from India has recently begun to attract attention in the Calcutta Press. One paper states that fifteen hundred Indians, mostly Sikhs, left Calcutta for Hongkong, by one line of steamers only, in the month of July, and almost every steamer leaving the port for the Far East takes away hundreds of stalwart Sikhs, who come practically from all parts of the Punjab, from the Ferozpor and Amritsar districts, and even from Patiala. They emigrate to Singapore, Hongkong, Vancouver, and San Francisco. As a matter of course, inquiries have been made by the police as to why such a large number of Indians were leaving the country, but "nothing came of the investigations." The Protector of Emigrants, it is added, is not in a position to interfere, as these Sikhs are not indentured coolies, and to all appearances they travel at their own expense. Nevertheless, the suggestion is made that the collection of these men by the hundreds is the result of diligent recruiting by brokers, who possibly in very many cases provide the funds.

We have made some inquiries with regard to these statements, and learn that they are not to be accepted as trustworthy. The number of Indians passing through Hongkong from Calcutta is nothing like the number suggested. It is not improbable that one line of steamers running to the Far East carried fifteen hundred from Calcutta in a single month; but this number were not brought as far as Hongkong. In all probability, the destination of the great majority was the Malay States, where labour is in great demand and the remuneration attractive enough to appeal to the average Indian agriculturist. It is quite possible that the men who were going no further from their homes than the Malay States were not very amply provided with funds, but as the passage from Calcutta to San Francisco costs not less than twelve pounds sterling, and as each immigrant into the United States is required to satisfy the American immigration officials that he possesses at least fifty dollars gold, some proof is here given that the emigrants crossing the Pacific are a fairly good class. We understand, indeed, that these men come from the middle class, the families who own farms in the Punjab. They are not "recruited" for America by any organisation. Emigration to the United States and Canada is of slow growth. It had small beginnings, and the news of satisfactory conditions of labour and the comparatively high remuneration which is paid on the fruit farms of the Western States, coming home from the Indians already settled there, is ample inducement to others to follow them into temporary exile from their native land.

Though something is doubtless done privately, if not officially, to discourage this emigration, since there is a scarcity of labour in many parts of India, no official embargo can be placed upon it. The Indian, if he is persuaded that he can better himself financially by emigrating, is free to try his fortune. In view, however, of the growing volume of the emigration of Indians to the United States and Canada—now probably amounting to seven or eight hundred a month—it seems to us that, in the interests of the men themselves, there should be a medical examination of intending emigrants in Calcutta. It is well known that a fairly large number who come to Hongkong are rejected by the ships' doctors when they present themselves for a passage to America. About twenty-five per cent. are found to be suffering from trachoma, and a steamer could only take such men across the Pacific with the certain knowledge that it would have to bring them back again to Hongkong at the Company's own cost. Therefore, the rejected ones either remain here for treatment, if there is a prospect of cure, or they have to return to India at their own cost. Though many are successfully treated and subsequently gain admission to the United States, there are others whose cases are hopeless. These return to India disappointed because they have sacrificed their hard-earned savings unavailingly. For this reason we think it is desirable in the interest of emigrants who intend proceeding to America that their eyes should be examined for trachoma in Calcutta, and that those who are badly afflicted should be advised that it would be a waste of money and time for them to proceed to Hongkong in the expectation of procuring a passage to America.

Captain A. J. Brown, Army Ordnance Department, from Warley, has been placed under orders for duty at Hongkong.

It is advertised that the management of the Oriental Hotel, Hongkong, has been taken over by Mr. J. H. Orberry, who is well-known to most China coast lands.

We received yesterday from the American Consulate-General the following typhoon warning which had been despatched from the Manila Observatory at 10.30 a.m.:—Cyclone or typhoon North of Malacoma moving West.

A boat's crew from the German gunboat *Jaguar* recently had a narrow escape. Owing to the exceptional strength of the current the boat, which was pulled by six men, failed to clear a lighter close to the vessel and capsized, but the men managed to leap on board the lighter "in the nick of time."

The Hongkong Club was temporarily plunged in darkness last night by the failure of the electric light. The V.R.C., in which was assembled a fairly large gathering waiting for telegraphic news of the first day's events in the interport swimming contest, was also in a similar plight.

Lieutenant Sator, who has created a sensation in military circles at home, was stationed in Hongkong for several years, being a subaltern in the Hongkong-Singapore Battalion, R.A. He left Hongkong about 1905. He took a prominent part in the debates of the Union Church Literary Society.

The master and officers of a steamer at Hankow recently saw seven bodies washed firmly together drift past their vessel. A story was current in the Chinese papers at the time that a gang of seven robbers had been seized in a neighbouring village and done to death by the simple means of tying them together and throwing them into the river.

## TELEGRAMS.

(Protected by the Telegraph Message  
Copyright Ordinance, 1894.)

(REUTERS'S SERVICE TO THE "HONGKONG  
DAILY PRESS.")

## A KOREAN PROTEST AGAINST ANNEXATION.

LONDON, September 1st.

Reuter's correspondent at San Francisco reports that the Korean National Association, which has its General Office in San Francisco, has passed a resolution firmly repudiating the cession of Korean sovereignty, severely arraigning the tyrannical compulsion of Japanese methods, and concluding as follows:

"We, the true sons of Korea, will never give up the struggle for liberty and independence."

## THE CROWN PRINCE OF JAPAN.

BIRTHDAY CELEBRATION IN LONDON.

LONDON, September 1st.

The birthday of the Crown Prince of Japan was celebrated by a banquet at the Anglo-Japanese Exhibition, which was specially decorated for the occasion.

The banquet was followed by a "lantern feast."

Mr. Wada, the Commissioner of the Exhibition, presided.

Lord Rotherham in proposing the health of the Crown Prince, said His Imperial Highness had shown himself to be keenly alive to the responsibilities of his position. It was apparent to all that the Japanese intended to play a bigger part in the history of the world than they had done hitherto.

Mr. Wada, in responding, dwelt upon the significance of the celebration in a country whose friendship the Japanese valued beyond measure, and he expressed the hope that many similar gatherings would continue to inspire the ideal which was common to both, of contributing to the peace of the world.

## BRITISH TRADE RETURNS.

LONDON, September 1st.

The Trade Report for 1909 shows that the imports from the Colonies last year increased by over seventeen millions sterling, while those from foreign countries advanced by fifteen millions.

The total export of goods produced in the United Kingdom amounted to £378,000,000.

## DEATH OF GEN. FORESTIER-WALKER.

LONDON, September 1st.

The death has occurred of General Sir F. Forestier-Walker, G.C.M.G. He died at Tenby from heart failure.

[General Sir Frederick Forestier-Walker was in command of the line of communication in South Africa from 1899-1901. In 1905 he was appointed Governor of Gibraltar, and was given the Mediterranean command last year. He was 66 years of age.]

## PROSPECTIVE VISIT OF AMERICAN FLEET.

Information has been received at the Colonial Secretary's Office that Admiral John Hubbard, Commander-in-Chief of the United States Asiatic Fleet, proposes to visit Hongkong with the U.S.S. *New York*, *New Orleans*, *Bainbridge*, *Essex*, *Chambers*, *Dale*, and the U.S. naval auxiliary *Pompey* on or about September 20th.

A Hankow paper learns on good authority that Herr Dernburg, the German ex-Colonial Secretary, will include Hankow among the places to be visited by him in the Far East.

A Supreme Court order has been issued against a lawyer at Penang at the instance of the Solicitor-General, calling upon him to show cause why he should not be suspended for two years.

## SUPREME COURT.

Thursday, September 1st.

IN APPELLATE JURISDICTION.

[BEFORE THE FULL COURT.]

LI CHI CHIN AGAIN.

The case, *Tang Wong Shai v. Li Chi Chin*, in which Mr. Slade moved for an order that the verdict obtained in the issue to determine whether Li Chi Chin was a partner in the Chuen Hing Steamship Company, late of 53, Bonham Strand, tried before the Chief Justice and common jury, be set aside on the ground that the verdict was against the weight of evidence, was resumed.

The Chief Justice remarked that in view of the long sleep which this case had for two years, and its revival within six months of the destruction of the books by the Registrar, the case was so suspicious that on that ground alone, unless it was satisfactorily explained, he should send the case back to the jury six times if necessary. He wished it to be clearly understood that he could not see the evidence on the solicitor retained, because what he had said might suggest that in some way or other these men had evidently heard of the destruction of the books and after two years' sleep had revived the case. He said that as nearly as he could to the jury, but was of course obliged to leave it to them. Now that the case came before the Court he was bound to give strong expression to the point.

Mr. Slade said later that if Li Chi Chin was held to be a partner the Chinese would come by the hundred, especially as the books were destroyed.

Mr. Potter, in opening the case for the respondent, said the jury was the proper tribunal appointed by law, and therefore no court of appeal would step in to say it was going to reverse the finding of a jury except for the strongest reasons. The cases cited laid that down and above all it was laid down that the court of appeal would never reverse the finding of a jury or order a new trial merely because the members of the court of appeal would have themselves decided the case differently on the evidence before the court. That was really the fact which appeared in all the cases on that subject. The judges were careful to say that never would the court of appeal have decided differently. That must be one point which must be put out of the mind of the presiding judge. If it were not so, trial by jury would be reduced to an absurdity. If the court granted the application of his friend it would simply mean that it would be an appeal from one jury to another. The question was whether there was any evidence to go to the jury. It had never been suggested, and it could not be suggested, that there was no evidence. His friend had not raised the point at the trial, he could not have raised it. It could not be contended that there was no evidence to go to the jury if the evidence was such that no jury could reasonably find a verdict. There was evidence, and ample evidence, to go to the jury. Counsel dealt with the principles of the Court of Appeal, and pointed out that the main fact was that the applicant must prove that the evidence was overwhelming before the decision of a jury could be reversed. They would not reverse the verdict simply because there was more evidence on the one side than on the other. The evidence must be overwhelming. His friend was attempting to turn their Lordships into a jury, which he could not do. It was attempting to induce them to say that that verdict was clearly against the weight of evidence.

The hearing was adjourned.

## THE CHINESE TEA INDUSTRY.

The production in 1908 was well over the average, but the trade was not generally profitable, writes the Commercial Attaché to his Majesty's Legation at Peking in his report on the Foreign Trade of China. The returns from Hankow, the chief tea centre, show that the output of black tea and green tea increased, but that of all other kinds decreased. The crops there were of good average quality, quite equal to those of 1907. The Commissioner of Customs, Hankow, remarks that for the last three seasons the selling has been on sounder lines, measures having been taken by the Tea Guild to secure the quality of tea being up to sample. Fine teas sold well in London, but there was little demand for common grades. The Commissioner of Customs points out that tea of the Hankow quality can only be obtained at Hankow, and that even when the crop is short the value is likely to remain high; also that if the public taste in the United Kingdom were once more educated to appreciate high-grade tea it would require a great price to drive consumers back to the inferior products of other countries. At Kinkiang a fairly profitable trade was done both in black and green tea. The experience of the dealers at Fookchow was more discouraging than at Hankow. At Fookchow the tea trade of 1908 is described as having been disastrous to foreigners and in a lesser measure to natives, the evil being ascribed to over-production of China tea generally. The finest teas from the Fookchow district realised high prices in Europe, but the common teas were only disposed of at the notice of buyers abroad (chiefly in America) at prices which resulted in serious loss. The green tea trade of Chekiang did fairly well, in spite of bad weather, which caused a scarcity in the finer grades at Ningpo. The Amoy tea trade has been diverted to Formosa, and the Canton tea trade with Europe is practically gone, tea from Canton being exported only to places abroad where Cantonese reside. The Acting Statistical Secretary of the Imperial Maritime Customs, summing up the situation in his annual report for 1908, states that the possibility of China tea recovering their lost position in the market of the United Kingdom against the energetic competitive methods of the India and Ceylon planters is almost hopeless, but points out the still great possibilities of expansion in America and Continental Europe (excluding Russia), where the consumption is at present small, but the taste for tea is spreading. He adds, however, a warning: "If China is to share the profit of this expansion in competition with the planters of India, Ceylon, and Java, it can only be by taking full advantage of modern scientific methods and by lightening to the utmost the burden of home taxation borne by the trade."

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday in the Council Chamber.

The following were present:—  
His EXCELLENCY THE OFFICER-ADMINISTERING THE GOVERNMENT, Hon. Sir F. H. MAY, K.C.M.G.

HIS EXCELLENCY MAJOR-GENERAL BROADWOOD, C.B., A.D.C. (General Officer Commanding Troop).

Hon. Mr. A. M. THOMSON (Colonial Secretary).

Hon. Mr. W. REES DAVIES, K.C. (Attorney-General).

Hon. Mr. C. MOI, MESSER (Colonial Treasurer).

Hon. Mr. W. CHATHAM, C.M.O. (Director of Public Works).

Hon. Mr. F. J. BADELEY (Capt. Superintendent of Police).

Hon. Mr. E. A. IRVING (Registrar-General).

Hon. Dr. Ho Kai, M.B., C.M.G.

Hon. Mr. Wai YUK, C.M.G.

Hon. Mr. E. A. HEWITT.

Hon. Mr. MURRAY STEWART.

Hon. Mr. E. OSBORNE.

Hon. Mr. H. KESWICK.

Mr. C. CLERMONT (Clerk of Councils).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTES.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table Financial Minutes (Nos. 67 to 72), and moved that they be referred to the Finance Committee.

The ATTORNEY-GENERAL seconded, and the motion was agreed to.

FINANCIAL.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 10), and moved its adoption.

The ATTORNEY-GENERAL seconded, and the motion was agreed to.

WHAT IMPORTS ARE DUTIABLE?

Hon. Mr. STEWART, pursuant to notice, asked the following questions:—

1. Is it the case that, on the 16th instant, a respectable Chinese, in possession of a small quantity of a certain medicated malt-extract, was arrested, and taken to the Harbour Office, and there detained until the importing firm, from whom he had purchased it, was able to produce a letter from the Superintendent of Imports and Exports, saying that the said extract was not dutiable?

2. Will the Government direct that all revenue officers armed with powers of arrest shall be kept informed of the decisions of the Superintendent of Imports and Exports as to what liquors are dutiable and what are not?

3. Will the Government direct that in the event of any new decision to impose duty, or in case of a decision to exempt being reversed, commitments entered into previously shall be unaffected?

The COLONIAL SECRETARY replied as follows:—

1.—A Chinaman, in possession of two dozen bottles of a liquor, resembling a European medicinal liquor, without any permit for the same, was stopped on the water front by a Revenue Officer and taken to the Imports and Exports Office. He was detained till the letter referred to in the question was produced and then allowed to go. Government is now advised that the liquor in question is dutiable and is taking necessary steps in the matter.

2.—Yes.

3. This is covered already by Sub-section 3 (b) of Section 2 of Ordinance 30 of 1909, which provides for contracts for sale of goods duty paid when duties are altered or repealed.

Hon. Mr. STEWART.—May I ask, to supplement the question, whether the decision of the analyst in a case of this kind is founded upon the percentage of alcohol found in the wines which are questioned? If not, upon what principle does he proceed in arriving at his decisions?

HIS EXCELLENCY.—In order to get an accurate answer to that question you will need to give notice.

VOLUNTEER RESERVE ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to provide for the formation of a Volunteer Reserve."

The COLONIAL SECRETARY seconded.

HIS EXCELLENCY.—It will be useful if I state briefly the origin of this Bill. It will be within the recollection of members present that towards the close of the year 1904 Sir Matthew Nathan established the Volunteer Reserve Association. His object was to make an addition to the defence of the Colony by establishing a reserve which would be in time a reserve of men who had served in the Volunteers; and in the meantime he hoped men who had already served in British Volunteer Forces or in the British Army would avail themselves of the Association to keep up their rifle shooting, and that men above the age of 35 (which was the age limit for entering the Association) who had not already undergone any military training might have the opportunity of learning the use of the rifle. His last two objects were attained by the establishment of the Volunteer Reserve Association. About 80 per cent. of the members of that Association are at the present time either ex-volunteers or ex-soldiers and a large number of members who never handled a rifle before have learned to become proficient shots. However, there was an objection to the Volunteer Reserve Association. It lacked organization. There were no provisions for a qualifying standard in musketry for any sort of drill. This in the case of untrained men is absolutely essential, and therefore it is impossible for the military authorities to afford to the members of the Volunteer Reserve Association a place in the defence scheme of the Colony. Sir Frederick Lugard noticed these deficiencies and he sought a remedy by inviting members of the Volunteer Reserve Association to voluntarily undergo a certain amount of drill. The proposal did not find acceptance at the time with the members of the Association. That was over a year ago. Since the proposal was made further experience has

convinced the members of the Association that it is in the best interests of the Association that it should be organised under an Ordinance such as the Bill before you. The organisation is very simple. It requires the members of the Association to undergo a regular course of musketry every year, the same course as is laid down for the Volunteers. It also requires of them a knowledge of elementary drill. In return they will each receive the loan of a rifle; they will be given the use of rifle ranges; they will receive free ammunition in respect of their annual musketry course, if they qualify in that course; and they will obtain ammunition at favourable rates for practice. But, above all, I believe that no organised members of the Association will be accepted by the Military authorities and will be given a place in the defence scheme of the Colony, and I don't know any more honourable position that any man could wish to obtain than that. I believe, gentlemen, if this Bill goes through that a very large number of men who are already trained as volunteers or in the regular army will join this association. Indeed it is the earnest hope of this Government that every man in the Colony who is an ex-Volunteer or an ex-soldier will join this reserve, and if that becomes an accomplished fact I think the Colony will find that it has got a very valuable body of men whom I am quite sure the distinguished and gallant officer who sits on my right will be glad to welcome as some small addition to the defence force of the Colony.

HIS EXCELLENCY THE GENERAL OFFICER COMMANDING.—Your Excellency, it might be useful if I said a few words from the military point of view. The time when Hongkong would be liable to attack would be at the outbreak of hostilities, and then time would not permit, war having been declared, of starting to enrol men. A defence scheme has to be drawn out and perfected in all its details beforehand, and every man who has to take part in the defence must be allotted to his place. We can find lots of work for any able-bodied men who can shoot and who can be moved about in regular formations. There are plenty of men who have the goodwill to assist in the defence, but not having served in the regular army, the volunteers or the militia their lack of training disqualifies them from taking part in defensive measures. To such men who have the will this Ordinance provides the way. (Hear, hear.) Therefore I strongly recommend to the gentlemen of the Legislative Council the passing of this Ordinance. (Applause.)

The Bill was then read a first time.

The memorandum attached to the measure states:—This Bill provides for the formation of a Volunteer Reserve. It is based on a precedent existing in a West Indian Crown Colony.

PHARMACY FURTHER AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to amend the Pharmacy Amendment Ordinance, 1910."

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

According to the memorandum attached the Pharmacy Amendment Ordinance, 1910, authorises searches with warrants by Police Officers. The Bill proposes to include in the power of search Revenue Officers who hold a warrant under the Liquor Ordinance, 1909.

MALICIOUS DAMAGE FURTHER AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to amend the Malicious Damage Amendment Ordinance, 1910."

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

This Bill amends the Malicious Damage Amendment Ordinance, 1910, so as to give the officers holding an inquiry under section 5 sufficient powers including, e.g., the power to enforce the attendance of witnesses, to examine them upon oath, &c.

DANGEROUS GOODS AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to further amend the Law relating to Dangerous Goods."

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

This Bill amends the provision of the Dangerous Goods Ordinances by giving a more extended meaning to the "keeping" of dangerous goods, e.g., dynamite, and it provides for the keeping of books being included in the conditions of a licence to store dangerous goods.

MAGISTRATES' ORDINANCE AMENDMENT.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance to amend the Magistrates' Amendment Ordinance, 1903."

In doing so he said—This Bill proposes to amend the Ordinance of 1903. That Ordinance created an offence punishable by three months' imprisonment of knowingly harbouring a Chinese married woman who had left her husband. Difficulties have arisen in the courts from time to time in proving to the satisfaction of the magistrate that the man charged knows the woman to be a married woman; the whole gist of the offence is knowingly harbouring a married woman knowing her to be such. The Bill proposes to amend the Ordinance of 1903 by placing on the man the onus of ascertaining other than on the information received from the woman whether she is a married woman or not. This appears to be quite reasonable. The ordinary defence is that the accused conceived her to be an unmarried woman. She told him she was a spinster, and so forth. This Ordinance makes it more stringent and requires a man to put forward a stronger defence than the mere *ipse dixit*. It also empowers the awarding of damages of not more than \$200 to the aggrieved husband in addition to the penalty prescribed. The Government are of opinion that this may strengthen the position of married women out here by secur-



ing that if a man intentionally takes a married woman under his arm, he shall account for it and pay damages. I may state that on going into committee I will move a few formal amendments which elaborate somewhat the machinery which is regarded by magistrates as necessary to carry out the warrant for distress.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

Council then resolved itself into committee to consider the Bill clause by clause.

On the new section 3 introduced by the Attorney-General with regard to the execution of a distress warrant.

Hon. Mr. KESWICK asked if \$200 was the maximum price for a wife. It seemed rather a peculiar sum to settle on.

The ATTORNEY-GENERAL—Yes, it is the maximum.

Hon. Mr. KESWICK—Do you consider that adequate?

The ATTORNEY-GENERAL—\$200 is the maximum that can be awarded under the New Territories Small Debts Ordinance.

Hon. Mr. KESWICK—It appears to me an inadequate price.

The ATTORNEY-GENERAL—If it is more the magistrates who are now appointed under the Small Debts Ordinance for the New Territory would have no power to deal with it. That would involve giving express powers to or sending a magistrate over there on purpose.

Hon. Mr. KESWICK—If you are satisfied I raise no objection.

Hon. Mr. HEWITT—Can magistrates only deal with a case up to \$200?

The ATTORNEY-GENERAL then submitted a proviso with regard to criminal conversation being barred by such proceedings before the magistrate.

Hon. Mr. OSBORNE—Can a man be prosecuted for the same offence twice, supposing he pays \$200?

The CAPTAIN SUPERINTENDENT OF POLICE—If he harbours the woman after.

Hon. Mr. OSBORNE—If he harbours her he can be prosecuted again?

The ATTORNEY-GENERAL—If a respondent is mulcted in damages he has to pay the damages, but the lady is his own property.

The Bill was left in committee, and Council resumed.

KELLETT ISLAND AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance to amend the Kellett Island Ordinance, 1898."

In doing so he said—This is purely a formal matter. The occupation and control of Kellett Island has been recently transferred to the Admiralty by arrangement with the War Office, so the terms contained in the existing Ordinance are inoperative.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

Council then resolved itself into committee to consider the Bill clause by clause.

On resuming.

The ATTORNEY-GENERAL reported that the Bill had passed through committee without amendment, and moved that it be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

MIDWIVES' ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance to secure the better training of Midwives and to regulate their practice."

In doing so he said—This Bill is based, I think I may say almost entirely, on the Imperial Midwives Act of 1902. It has been considered that medical science is sufficiently in advance now in Hongkong to ensure that midwives here shall be placed under proper supervision. The Bill was very fully considered and received the consideration of my hon. and learned friend opposite. Section 13 has been inserted stating that this measure does not apply to Chinese unless they use the name and title in English. It was decided at first on consideration that we had better go by easy stages, as it would be undesirable to impose on the whole Chinese community the formalities required by the Bill.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

Council then resolved itself into committee to consider the Bill clause by clause.

Hon. Mr. OSBORNE—Has the Bill been submitted to the Medical Board for their consideration?

Hon. Mr. KESWICK—Yes, it has.

Hon. Mr. KESWICK—With the amendment, Sir, to section 13?

Hon. Mr. OSBORNE—We can discuss this clause when we get down to it. The Medical Board advised on it.

Hon. Mr. OSBORNE—I am a member of that board and have not seen it.

Hon. Dr. HO KAI—You were absent at the time.

Hon. Mr. HEWITT—Clause 13 was submitted to the Medical Board.

The COLONIAL SECRETARY—And they are divided on the question.

On clause 13.

The Hon. Mr. KESWICK said—It appears to me that section 13 takes the sting out of the Bill altogether. I understood the Bill was put forward in order to put a stop to malpractices known to exist in the Colony, and although this section 13 has been brought in with the assistance of my hon. and learned friend (Hon. Mr. Ho Kai) I still think it takes the sting out of the whole Ordinance and should be left out altogether. There is nothing in a name. You may call yourself a midwife, a nurse, or whatever you like, but to shift your responsibility because you are not a midwife does not seem to be sound. It appears to me to be contrary to the spirit of the Ordinance altogether.

Hon. Dr. HO KAI—In answer to the objection raised by my hon. friend opposite I may say that this clause was introduced by the unanimous recommendation of the leading Chinese who

assembled at the Registrar-General's and discussed this Bill clause by clause. The introduction of this Ordinance does not differ in any material respect from the clause in the Medical Ordinance by which Chinese practicing medical art among Chinese themselves can do so without being forced to register, and if the argument of my hon. friend opposite holds good then the Medical Ordinance is useless, and that clause exempting practitioners from practicing amongst their own people will go against the whole spirit of that Ordinance, and make it unsuitable. On the other hand, the Medical Ordinance has done a lot of good, and will do more when we have the facility for enabling Chinese to acquire Western medical learning. Until that time exemption of this kind must be introduced into any Ordinance. I may remind the hon. gentleman that there are Chinese residents in this Colony numbering 400,000 souls. A great number of these are married ladies. There is a great probability that most of them will be having children and the chances are that the number of midwives who are qualified according to Western methods are only about fourteen in number. They are quite inadequate to meet the demand, even if we forced the Chinese to utilize their services, and until we have a larger number of midwives trained in Western methods it is impossible to make a sweeping Ordinance of this kind. Again, native midwives charge only a very nominal fee. I think my hon. colleague opposite will support me in saying that the charges vary from fifty cents to a dollar a case.

Hon. Mr. KESWICK—That is so.

Hon. Dr. HO KAI—And in the case of European-trained midwives, I think their charges range from \$5 to \$15. If the Chinese were required to pay \$5 or \$15 a case, the majority would have to go without any assistance whatsoever, and that would be worse than the present circumstances. The Ordinance has been introduced because the Government first of all wished to reduce infantile mortality among the Chinese. Its existence is also due to the leading Chinese who subscribed to the Maternity Hospital, and to acquiring a lady doctor for the training of midwives. The Maternity Hospital has been doing good work, but at the same time it takes a long time to train a midwife. In the circumstances I think my hon. friend opposite will see that it is imperative that we should have a clause of this kind. In the space of five or ten years we may be able to expunge it, for the Chinese community may then be able to make use of the services of better trained nurses.

Hon. Mr. KESWICK—I am afraid my hon. friend has rather mistaken my words. I had no intention whatsoever of suggesting that the Chinese community should make use of the services of foreign-trained midwives. My objection to this clause 13 was intended to exclude it from the Bill, because if we are going to put it in, we might as well have the Bill at all.

Hon. Dr. HO KAI—Half a loaf is better, than no bread.

Hon. Mr. KESWICK—If you'd ever been hungry you would find half a loaf pretty useful.

Hon. Dr. HO KAI—When a midwife does not hold herself out as Western-trained her fee is about a dollar.

Hon. Mr. KESWICK—If you want to stop illegal practices, which I take it is the chief object of this Bill, and insert clause 13, in my opinion the sting is entirely taken out of it.

Hon. Mr. OSBORNE—What, Sir, has given rise to this Bill?

Hon. Mr. KESWICK—The matter was brought forward by a case in which a midwife posed as being a European-trained midwife, whereas she was really a Chinese married to an Australian, I think. Anyway, her name was spelt Lam, and she passed herself off as Lamb, taking a European name. She attended the wife of a Portuguese, and owing to her gross ignorance in treating the case the woman under treatment died. This Ordinance would catch a midwife and Chinese practicing among Chinese and trying to fly a little higher.

Hon. Mr. OSBORNE—By this Ordinance Chinese can practice among non-Chinese.

The COLONIAL SECRETARY—But cannot represent themselves as European-trained.

The ATTORNEY-GENERAL—This is an important British Colony, we are day by day growing, and as far as we can we are endeavouring to follow upon English laws. But it has been pointed out by representatives of the Chinese community that this Ordinance as it stood is a little too far in advance. Therefore they suggest that it is quite impracticable to apply the Ordinance in existence at home, and we shall for the time being exempt them.

Hon. Mr. KESWICK—After the remark of my hon. friend on my right, I have no further demur to make.

On Council resuming.

The ATTORNEY-GENERAL reported that the Bill had passed through committee, and moved that it be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

SEGREGATION OF LEPROS.

The ATTORNEY-GENERAL moved that the Council go into committee on the Bill entitled, "An Ordinance to provide for the segregation and treatment of Leprosy."

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The ATTORNEY-GENERAL—Council reported progress on this Bill on the last occasion in order to allow a section to be introduced to provide for the appointment of visiting Justices of the Peace. I have now drafted clause 16, which I hope meets the wishes of hon. members. It provides for the appointment of Justices of the Peace with their consent, and gives the power to make inquiries.

On Council resuming.

The ATTORNEY-GENERAL reported that the Bill had passed through committee, and moved that it be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

Hon. Mr. KESWICK—Council stands adjourned until this day fortnight.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held afterwards, the Colonial Secretary presiding. The following votes were passed—

NEW TERRITORY IMPROVEMENTS.

The Officer Administering the Government recommended the Council to vote a sum of Forty-five thousand Dollars (\$45,000) in aid of the vote Public Works, Extraordinary, Communications, New Roads, New Territories.

MEDICAL DEPARTMENT.

The Officer Administering the Government recommended the Council to vote a sum of One thousand four hundred Dollars (\$1,400) in aid of the vote Medical Departments, A.—Staff, Other Charges, Health Officer of Port, Repairs to Launch.

POLICE AND PRISON DEPARTMENTS.

The Officer Administering the Government recommended the Council to vote a sum of four hundred and fifty dollars (\$450) in aid of the vote Police and Prison Departments, A.—Police, Other Charges, Language Bous.

STAFF QUARTERS AT TAI PO.

The Officer Administering the Government recommended the Council to vote a sum of Three hundred and twenty-one Dollars (\$321) in aid of the vote Public Works, Extraordinary, Buildings, Staff Quarters, Tai Po.

PUBLIC WORKS.

The Officer Administering the Government recommended Council to vote a sum of Thirty-one thousand four hundred and seventy-two Dollars and twenty-five Cents (\$31,472.25) in aid of the vote Public Works, Extraordinary, Communications, Raising Chatham Road.

TRANSPORT.

The Officer Administering the Government recommended the Council to vote a sum of Three thousand Dollars (\$3,000) in aid of the vote Miscellaneous Services, Transport of Government Servants.

WINDMILLS FOR IRRIGATION IN CHINA.

A primitive Chinese system of irrigation in Shantung Province that may lead to the installation of windmills for the purpose of pumping water is described by the American Consul officer in that province.

During the drought last year the magistrate of Changshan, in Shantung, ordered that a deep well should be dug for every 10 mow (now equals one-fifth acre) of land. Those owning less than 10 mow were compelled to join with their neighbours in a common well. The sinking of the wells was supervised by an official who had the general oversight of the scheme. In this way 5,500 wells, deep enough that an abundance of water was available in dry times and watering 35,600 mow, were dug. The water was raised by the primitive rope windlass bucket method, which kept two men busy night and day, and it was not unusual for a man to faint from exhaustion on the hot days. It was found that, owing to the introduction of industrial enterprises, wages had so advanced that labourers were not available for this arduous work and it had to be done by the farmers themselves. The installation of windmills is now advocated as a means of overcoming this handicap. The Changshan magistrate reported the results of his experiment to Governor Sun Pao-chi, with the result that the latter has ordered wells to be dug in every dry region of the Province.

U.S. INTERESTS IN CHINA.

Mr. Roosevelt has repudiated the published statement that he is planning to visit China next year, on the invitation of Prince Tsai Tiao. He stated that he has received no such invitation. The original report probably arose out of a misunderstanding. Mr. Roosevelt met the Prince during his European tour, and it is a matter of general assumption that he discussed with him the Chinese situation, as he certainly discussed it in Germany. Prince Tsai Tiao has just returned to his own country, and some remark by him may have been exaggerated. There are several reasons, says a New York correspondent, why Mr. Roosevelt's denial of the report is so significant. The fact that if such a trip became practicable, there are many influential people who would be glad to see the ex-President visiting the American case at Peking. The situation at present is none too reassuring from the point of view of those who are interested in American development in China, but with a friend of America at the Chinese Foreign Office the moment may be opportune for a forward movement.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 31st at 1.30 p.m.—Black South Cone hoisted.

At 4.30 p.m.—Black South Cone and Ball hoisted. Typhoon S.S.W. of Gap Rock moving Westwards.

At 9.30 p.m.—Signal lowered.

On the 1st at 1.55 a.m. The barometer has risen moderately in the neighbourhood of Hongkong, and fallen quickly over Tongking and N. Annam.

The typhoon is moving into the North part of the Gulf of Tongking.

The barometer is falling rather quickly over N. Formosa and the E. coast of China under the influence of the other typhoon, which is now situated to the N.E. of Formosa. It is moving Westwards and threatens to reach the China coast in the vicinity of Foochow.

The depression lying over the Gulf of Poohli yesterday is moving into the N. part of the Sea of Japan.

Pressure is highest over the Pacific to the S.E. of Japan.

Bad weather may be expected over the E. coast of China and the Formosa Channel.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.67 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood S and variable winds, moderate; showers.

W & S.W. winds, probably freshening to a gale.

Variable S.W. winds, moderate.

South coast of China between Hongkong and Loochoo S.E. winds, fresh to moderate.

Hongkong and Hainan S to moderate.

## INTERNATIONAL LAW.

### BILLS OF EXCHANGE AND CHEQUES.

The final sitting of the Conference of the International Law Association, at the Guildhall, London, was devoted to discussions on the subject of bills of exchange and the unification of cheques and the adoption of various committees reports.

### BILLS OF EXCHANGE LAW.

Dr. F. Meyer, Judge of the Prussian Court of Appeal, read the first paper, dealing with the position of Great Britain and the United States of America towards the question of the unification of the laws concerning bills of exchange. He mentioned that in June of this year a Conference was held at The Hague, to which 39 States sent delegates, which sought to make uniform through international agreements the rules relative to this branch of the law. Whether this result could be achieved depended, in his view, on whether a point could be found midway between the present systems of Anglo-American and German legal rules on this subject. There was no essential difference between the French and German laws on this subject. The principal difficulty in the way of elaborating a proposed universal law was explained by the British delegates to The Hague Conference, and that was, the modification of the existing law would disturb the legal unity of the British Empire, since the principles of the Bills of Exchange Act had been adopted by most British Colonies, by the Empire of India, and by most of the United States of America.

A representative of the United States at the Conference declined to discuss the question of uniform law. Without the co-operation of Great Britain and the United States the sought-for law could not be achieved, as the Anglo-American law ruled in the regions which were of greatest commercial significance, and English money was the world-wide medium of payment. A uniform law of bills of exchange would make London the clearing-house of the world. He did not agree that the grounds of objection on the part of Great Britain and the United States were justified. If the Merchant Act or if a similar law of the United States of America should be set out to change its law, the Colonies in the one case, or the rest of the American States in the other, would in their own well-understood interest soon follow after, as was shown, for example, in the case of the Bills of Exchange Act and the American Negotiable Instruments Law. Only during the transition period would some difficulties present themselves.

Dr. E. J. Schuster, London, expressed the view that the feeling in Great Britain would be opposed to the Bills of Exchange law. The memorandum of the Institute of Bankers, which set forth the difficulties in the way, had been submitted to every Chamber of Commerce in the United Kingdom, and they had all approved of it. He would urge, therefore, that the Conference should not attempt the impossible, but should only attempt what it was possible to achieve. It might be possible to embody in British law the principles adopted at The Hague, but that should be done by the ordinary methods of English legislation, and not merely by translating a set of dried code received from the Continent.

### THE LAW CONCERNING CHEQUES.

A paper by Dr. Bernst Siebermann, of Hungary, on the unification of the laws concerning cheques had been referred to a small committee for report. The author pointed out the wide discrepancies between the various cheques laws and the great inconveniences arising from them. Referring to the great and useful influence of the Budapest rules on the endeavours made for the unification of laws concerning bills of exchange, he suggested certain rules on the subject of cheques for the consideration of the committee to which his paper had been referred.

Mr. Justice Phillimore, the convenor of the committee, announced that after deliberation the committee eliminated certain of the rules, but agreed to submit the following seven to the Conference, with a view to their being laid before the International Conference at The Hague in September, 1911.

(1) It shall not be obligatory to insert into the context of the instrument an indication either of the account to be debited with the amount or of the balance out of which the payment is requested.

(2) The cheque shall be payable on demand only; it shall be dated, and specify the place where it is drawn.

(3) It shall not be obligatory to write the day of date all in letters, nor to have it written by the hand of the writer of the context.

(4) A cheque, though payable to a particular person, shall be deemed negotiable to order, unless there are express words prohibiting transfer.

(5) Inland cheques shall be presented for payment within one fixed period limited by the law of the particular country, and this period shall run from the date of the cheque.

Foreign cheques shall be presented for payment within the period limited for presentment of inland cheques in the country where the cheque is payable—running from the last day of the time necessary for forwarding the cheque in the usual way from the place where it is drawn to the place where it is payable.

(6) The duty and authority of the drawee to pay the cheque shall be determined by the drawer's commandment of payment, as well as by the notice of an account set of bankruptcy committed by the drawer but not by the mere notice of the drawer's death.

(7) The provisions of the British Bills of Exchange Act relating to crossed cheques are to be maintained, and it is highly desirable that they should be accepted generally.

The Conference adopted the rules after discussion, though individual members dissented from various portions of them.

### THE WORK OF THE CONFERENCE.

Lord Justice Kennedy, before the members separated, delivered a brief address in which he congratulated them on their labours. The Conference, he thought, had not fallen short of any of its predecessors in size or in importance, and for this they owed a debt of gratitude to the general secretary of the Association who had displayed a great amount of zeal in the work they had undertaken. In the domain of what he might call public international law the Conference had dealt with international arbitration, with the Declaration of London, and with the doctrine of the continuous voyage. He hoped the Governments concerned, before formal ratification was given, would give attention to the points raised in the paper which had been read by competent authorities. Passing from public international law the Conference had dealt with the subject of workers' compensation, with the liability of shipping companies in foreign ports for claims for personal injuries and with State interference with maritime contracts. The subject of general averages had taken practical shape, and the further Committee which had been appointed would, he hoped, suggest something which would be accessory to the acknowledged usefulness of the York-Antwerp rules. The Conference had done good practical work in agreeing to the rules on the subject of cheques which he hoped would receive this consideration they deserved when they went before the meeting of the

delegates of the various Governments at The Hague next year. Nobody could have listened to the discussion on divorce jurisdiction without feeling that this was an important subject which must be kept strictly within the lines of international private law, in order to remedy a state of things which was very far from creditable to the civilised world. At the close of the Conference they could look not only to the material and moral results which might flow from their work, but they could take pleasure in new friendships formed.

### THE QUESTION OF MANCHURIA.

The first flood of comment upon the Russo-Japanese Agreement has subsided, but there remains in many quarters, says the *Times*, an impression that the position in Manchuria is still in some respect obscure. Every nation interested has welcomed the Agreement, with varying degrees of warmth, because it removes possibilities of friction and tends to the preservation of peace. The whole world is concerned in every measure which makes for a better understanding in the Far East, and rejoices at the disappearance of any cause for apprehension. At the same time, the public in Great Britain at any rate, have some reason to feel that they have not yet been fully acquainted with the nature of the development which has recently taken place. Around railway questions in Manchuria, as well as in Central China, there is still a certain amount of haze which requires dispelling. The second clause of the Agreement declares that both Russia and Japan undertake to maintain and respect the status quo in Manchuria, "resulting from all the treaties, conventions, and other arrangements concluded up to this date, either between Russia and Japan, or between those two Powers and China. As regards engagement between Russia and Japan, we are entitled to assume, as China has already assumed, that the principal instrument governing the situation is Clause III. of the Treaty of Portsmouth, the provisions of which, with the subsequent agreements which have grown out of the Treaty, sufficiently prescribe the future condition of Manchuria. Public anxiety chiefly centres upon the statement concerning arrangements between the two Powers and China. What is the nature of these arrangements, and are they confined to such conventions and other agreements as have been from time to time disclosed? We presume, though it has never been officially stated, that in pursuance of the character of the Anglo-Japanese Alliance, and the intimate relations resulting therefrom, the nature of all arrangements between Japan and China, or between Russia and China, which come within the scope of the new Agreement, has been fully communicated to the British Government. But this is not a matter for Governments alone, because the growth of British interests in Manchuria, as well as those of other countries, makes it very necessary that there should be no uncertainty as to the degree to which the new Russo-Japanese Agreement affects third parties.

Recent Consular reports show that the trade of the British Empire with Manchuria, after suffering for some years from the confusion caused by the war, is again recovering much of the ground that was lost. Last year the port of Newchwang, for instance imports of cotton goods alone were more than double those of 1907, and reached a total value of 13 million sterling. Nearly half of this total was purchased from the British Empire, and consisted largely of yarn from India. It would be a great satisfaction to those participating in this important trade if they could learn definitely the whole of the conditions under which Japan and Russia control of the Eastern Chinese Railway is in future to be exercised. There should be no ambiguity, and no room for doubt or for the propagation of unworthy allegations. As the outstanding difficulties between the two Powers have been satisfactorily adjusted, neither should be unwilling to state, with greater clearness than hitherto, the position which the Agreement confirms. The lack of such a statement is the sole cause of the occasional, and possibly quite unnecessary, fears which are expressed concerning the future of third-party interests in Manchuria. It is a somewhat similar case of unexplained and definite explanation, moreover, which is to some extent at the bottom of some feeling as prevails regarding the much-debated project for the construction of the Chinchow-Aigun Railway. The persons interested in this Chinese undertaking have some claim to be told quite clearly the precise grounds upon which the Japanese and the Russian Governments are disposed to take an unfavourable view of the scheme as at present put forward. The manner in which it is treated or is considered to infringe, the rights of the two Powers might very well be candidly explained, and an explicit answer might be given to the rather angry critics who insist that China has the right, under Article IV. of the Portsmouth Treaty, to build the line in the way she thinks best. We are convinced that the cause of international amity, which is the object of the Russo-Japanese Agreement, will be materially advanced if an answer is furnished as speedily as possible to the important inquiries we have indicated.

As we have said, the impression of mistiness is not confined to Manchuria. Further south in the Chinese Empire the exact position of the schemes for the Hankow-Canton and the Hankow-Szechuan Railway needs more elucidation than it has yet received. After prolonged and laborious negotiations, an arrangement was arrived at in Paris regarding the extent to which financiers of Great Britain, Germany, France, and the United States were to participate in these large enterprises; but China remains reluctant to carry out the undertakings into which she has entered. The authorities at Peking are apparently unwilling to face the opposition of the provincial authorities, who are eager to gain control of projects which they are quite incapable of completing. The foreign financiers draw attention to another source of difficulty, quite apart from their legitimate ground of complaint against the Chinese Government. They dwell upon Russia's claim to participation in the southern railway loans, and ask what is the present position regarding the Anglo-Russian understanding about railways, recorded in 1899, if Russia is to participate in financing railways in the Yangtze Valley and to the south thereof. That understanding was defined in a couple of Notes, by which Russia undertook to abstain from seeking railway privileges in the basin of the Yangtze.

Does the understanding no longer exist? Is the question asked, and no answer has yet been vouchsafed? We are bound to say that the dilatory attitude of China with respect to the Hankow-Canton and the Szechuan Railways leaves us rather unmoved, for we have never concealed our view that the Paris combination was only made possible by a serious sacrifice of British prior rights, and of British interests in the Yangtze Valley. We quote it, as well as the understanding of 1899, rather as further examples of the vagueness which seems to envelop various important questions in the Far East just now. It cannot be too strongly urged that the interests at stake are too important to allow that vagueness to continue undisturbed.

The *Times*.

## THE TOUR OF THE GERMAN CROWN PRINCE.

The London *Daily Telegraph* of August 9th has the following leading article on the forthcoming tour of the German Crown Prince.

They could hardly be better news for those who, like ourselves, have consistently advocated the advantages of an improvement in the relations between the British and the German races, than the information that the German Crown Prince is about to enter upon a course of extended travel in the Far East, and will spend a considerable period of it as our guest in India. Whatever may be the causes that from time to time have introduced an element of discord into the relations between the two races, there can be no doubt that by far the most important, and, indeed, the almost omnipresent, cause has been ignorance. There is no truer proverb than that which says that forgiveness waits upon full understanding. Among the most important of the matters that belong unto our greatness—and, perhaps, for that very reason are at times liable to misinterpretation—is the administration of our great Asiatic dependencies. It is true that the direct interests of Germany in Asia are of the present time tentative rather than actual. But, for the time known, the slow disruption of certain Oriental States is compelling an ever greater participation in Eastern affairs on the part of the great Powers of Europe; and Germany has shown no reluctance to join in this difficult and delicate game. Now, if this intervention is necessary and inevitable, nothing could be more for all concerned than that the future German Emperor should have a full opportunity of obtaining personal and first-hand knowledge of the more vital of the many problems of Asia. At present the Germans have no experience of them, and, like our American cousins, are, perhaps, a little inclined to undertake the responsibilities of such interference with too light a heart. Perhaps we, too, have now and then been guilty of a similar recklessness in this matter; but we are older hands at this problem, and if we have recently erred from a fatal optimism and willingness to trust the Oriental, we are quick to correct our mistakes. We are, indeed, reaping the anxious harvest of recent temerity at the present moment. For that very reason no time could be better chosen to bring home to the Crown Prince the unending vigilance, the overlying apaid work, and the eternal patience under misrepresentation, sedition, and open rebellion which are needed if a European Power hopes to build up and maintain an imperial position in Asia. For the

character of the Anglo-Japanese Alliance, and the intimate relations resulting therefrom, the nature of all arrangements between Japan and China, or between Russia and China, which come within the scope of the new Agreement, has been fully communicated to the British Government. But this is not a matter for Governments alone, because the growth of British interests in Manchuria, as well as those of other countries, makes it very necessary that there should be no uncertainty as to the degree to which the new Russo-Japanese Agreement affects third parties.

Recent Consular reports show that the trade of the British Empire with Manchuria, after suffering for some years from the confusion caused by the war, is again recovering much of the ground that was lost. Last year the port of Newchwang, for instance imports of cotton goods alone were more than double those of 1907, and reached a total value of 13 million sterling. Nearly half of this total was purchased from the British Empire, and consisted largely of yarn from India. It would be a great satisfaction to those participating in this important trade if they could learn definitely the whole of the conditions under which Japan and Russia control of the Eastern Chinese Railway is in future to be exercised. There should be no ambiguity, and no room for doubt or for the propagation of unworthy allegations. As the outstanding difficulties between the two Powers have been satisfactorily adjusted, neither should be unwilling to state, with greater clearness than hitherto, the position which the Agreement confirms. The lack of such a statement is the sole cause of the occasional, and possibly quite unnecessary, fears which are expressed concerning the future of third-party interests in Manchuria. It is a somewhat similar case of unexplained and definite explanation, moreover, which is to some extent at the bottom of some feeling as prevails regarding the much-debated project for the construction of the Chinchow-Aigun Railway. The persons interested in this Chinese undertaking have some claim to be told quite clearly the precise grounds upon which the Japanese and the Russian Governments are disposed to take



















## SHIPPING.

**ARRIVALS.**  
ELAN, British str., 2,571, Milner, 31st August—Hankow 25th August, Ballast—A. P. & Co.  
PETCHING, Chinese str., 930, J. B. Howie, 1st Sept.—Shanghai 23rd August, General—C. M. S. N. Co.  
HONGKONG, French str., 739, A. Corneliussen, 1st September—Haiphong 28th August, General—A. R. Marty.  
KASHING, British str., 1,124, Lawrie, 1st Sept.—Kobe 29th August—Butterfield & Swire.  
LENNOX, British str., 2,361, D. Reid, 1st Sept.—Keelung 30th Aug., General—Dodwell & Co.  
LINAN, British str., 1,350, Williams, 31st Aug.—Shanghai 28th Aug., General—Butterfield & Swire.  
LOONGHONG, British str., 1,092, F. Wheeler, 1st September—Manila 25th and Amoy 31st Aug., General—Jardine, Matheson & Co.  
SUISANG, British str., 1st September—Canton.  
YUSHING, British str., 1,424, S. J. Payne, 1st Sept.—Bangkok and Kuching 26th August, Rice and General—Jardine, Matheson & Co.

## CLEARANCES.

**AT THE HARBOUR MASTER'S OFFICE.**  
1st September.  
Ambrosia, German str., for Shanghai.  
Choyang, British str., for Shanghai.  
Haigang, British str., for Swatow.  
Heine, German str., for Haiphong.  
Kumoto Maru, Japanese str., for Australia.  
Liban, British str., for Canton.

## DEPARTURES.

1st September.  
CHENAN, British str., for Shanghai.  
CHUYEN, Chinese str., for Swatow.  
CHOSHUN MARU, Japanese str., for Swatow.  
DELTA, British str., for Shanghai.  
DIOMED, British str., for Haiphong.  
GLAMORGANSHIRE, British str., for Shanghai.  
HAIKONG, British str., for Swatow.  
HAKATA MARU, Japanese str., for Shanghai.  
HAKATA MARU, Japanese str., for Singapore.  
IYO MARU, Japanese str., for Kobe.  
SINGAN, British str., for Haiphong.  
SPIN, Norwegian str., for Quana Chow Wan.  
TAIWAN, British str., for Australia.

## SHIPPING REPORTS.

The British str. Loongang reports: Moderate weather.  
The British str. Kushing reports: Fresh winds and rough S.W. wind, heavy rain squalls.  
The British str. Yaching reports: Fine weather moderate South to S.W. winds to 19 N. long 113.30° E. Thence fresh W.S. Westerly wind and hard rain squall to 60 miles South of Gap Rock, thence moderating to port.

## VESSELS IN DOCK.

August 27th.  
TAIKOO DOCK.—Union, Foochow.

## PASSENGERS.

**ARRIVED.**  
Per Loongang, from Manila, &c., Messrs E. S. Daniels, C. L. Duncan and C. A. Dana.  
**DEPARTED.**  
Per Iyo Maru, for Japan, Mr. S. Tomoda, Mr. M. Hoshino, Mr. J. B. Maple, Mr. C. G. Elder, Mr. H. Bunker, Mr. T. E. Gools, Mr. S. Oka, Major Gray, Mr. and Mrs. Lerrigo, Mr. and Mrs. Bunbury, Mr. E. Teuda, Mr. K. Gohara, Mr. K. Kuro, Mr. H. Tokemura, Mr. M. Nakamura, Mr. and Mrs. Matthews, Mrs. Onuma, Mr. M. Radick and Mr. C. Rudall.

## STEAMERS PASSED THE CANAL.

August 31st—Hankow, Glenside, Alceia, 12th—Hankow, Kora, Pak Ling, Tonkin, 15th—Hankow, Deffinger, Flinsbury, Inverclyde, 16th—Hankow, Pembroke, Promethea, 19th—Hankow, Tranquebar, Yarra, 19th—Hankow, through mutilation, Tonkin, 23rd—Hankow, Hudson, Ernest Simon, Kato, Nippon, Palawan, Sithonia, Amiral Exequiel, Indragoa, 30th—Bendish, Prima Etel Friedrich, Somali, Sego Maru, Wignat.

## ARRIVALS AT HOME.

Aug. 29th—Malla, 30th—Ershetog From Ferdinand, Africa Prince, Luetow.

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"ARRATOON APCAR,"  
Captain W. D. A. Thomas, will be despatched for the above Ports TO-MORROW, the 3rd Sept., at Noon.  
For Freight or Passage, apply to  
DAVID SASSOON & Co., Ltd., Agents.  
Hongkong, 2nd September, 1910. [991]

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"ARCADIA,"  
Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., TO-MORROW, the 3rd September, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MOREA," 10,900 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "PERSIA," due in London on the 15th October, 1910. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to  
E. A. HEWETT, Superintendent.  
Hongkong, 22nd August, 1910. [1]

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S.S. LENNOX ... About 3rd Sept.  
S.S. SAINT PATRICK ... About 10th Sept.  
For Freight and further information, apply to  
DODWELL & Co., Ltd., Agents.  
Hongkong, 23rd August, 1910. [929-963]

## SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITIMI

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## THE Steamship

"CAPRI,"  
Captain Moresco, will be despatched as above on MONDAY, the 12th Sept., at Noon.  
For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co., Agents.  
Hongkong, 31st August, 1910. [4]

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"CARNARVONSHIRE,"  
Captain Gregory, will be despatched as above on or about the 17th September.  
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JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, 31st August, 1910. [999]

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Hongkong, 31st August, 1910. [13]

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|-----------|-------|--------------|----------------------|
| * SUVERIC | 6,232 | F. S. Cowley | 27th September.      |
| * KUMERIC | 6,232 | G. B. McGill | 20th October.        |
| * AYMERIC | 4,362 | J. Boyd      | 20th November.       |

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GENERAL AGENTS.  
QUEEN'S BUILDINGS.  
Hongkong, 10th August, 1910. 8

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"EMPERESS OF MONTAGLE" TUESDAY, 8th Nov.  
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"EMPERESS OF BRITAIN" FRI., 16th Dec.  
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|---------|-------|----------------|---|--|-----------------------------------|
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| ARCADIA | 7000  | February 18    | MALWA   | March 18                                 | March 24                          |
| ASSAYE  | 7500  | March 4        | MACEDONIA   | April 1                                  | April 7                           |
| MARMORA | 10500 | March 18       | (Through Steamer calling at Bombay)                     | April 15                                 | April 21                          |
| DEVANHA | 8000  | April 1        | MOLDAVIA  | April 29                                 | May 5                             |
| DELHI   | 8000  | April 15       | MOLDAVIA  | May 13                                   | May 19                            |
| ASSAYE  | 7500  | April 29       | MOREA   | May 27                                   | June 2                            |
| DELTA   | 8000  | May 13         | MOOLTAN   | June 10                                  | June 16                           |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):  
1st SALOON \$71.10 SINGLE, \$142.10 RETURN.  
2nd " 48.80 " 97.60 "

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.  
PROPOSED SAILINGS:

| STEAMERS   | Leave HONGKONG   | Due LONDON     |
|------------|------------------|----------------|
| * SUNDA    | January about 25 | March about 11 |
| * NUBIA    | February 8       | March 25       |
| * SYRIA    | March 8          | April 24       |
| * NORE     | March 22         | May 8          |
| * PALAWAN  | April 5          | May 22         |
| * BORNEO   | April 19         | June 5         |
| * SIGILLIA | May 3            | June 17        |
| * SUMATRA  | May 17           | June 31        |
| * NILE     | June 3           | July 17        |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (Including Surtax):  
1st SALOON \$55.00 SINGLE, \$110.00 RETURN.  
2nd " 38.10 " 76.20 "

\* Carry 1st and 2nd Saloon Passengers.  
For further Particulars, apply to—  
E. A. HEWETT, Superintendent.

1002]

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR STEAMERS TO SAIL.

|                           |                   |                   |                       |
|---------------------------|-------------------|-------------------|-----------------------|
| SHANGHAI, KOBE & YOKOHAMA | "YARBA"           | Capt. Ristorcelli | On 12th Sept., P.M.   |
| MARSEILLES VIA PORTS      | "V. DE LA CHOTAT" | Capt. Barillet    | On 15th Sept., 1 P.M. |
| SHANGHAI, KOBE & YOKOHAMA | "OCEANEN"         | Capt. Sallier     | On 26th Sept., P.M.   |
| MARSEILLES, VIA PORTS     | "TOURANE"         | Capt. Lancelin    | On 27th Sept., 1 P.M. |

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to—  
P. THOMAS, AGENT,  
Queen's Building.  
Hongkong, 31st August, 1910. 2

## NORDDEUTSCHER LLOYD, BREMEN

## IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TONS TO SAIL.

|   |                   |                    |                                   |
|---|-------------------|--------------------|-----------------------------------|
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG     | "GOEBEN"          | Capt. G. Bolte     | Wed'day, 7th Sept., at Noon.      |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA                                   | "DERFFLINGER"     | Capt. G. MEINER    | About 7th Sept.                   |
| MANILA, ANGAUR, YAP, MARAOUN, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE | "PRINZ SIGISMUND" | Capt. D. LENZ      | Saturday, 10th Sept., at Daylight |
| YOKOHAMA & KOBE   | "COBLENZ"         | Capt. H. RABENBERG | About 20th September              |
| KUDAT and SANDAKAN  | "BORNEO"          | Capt. F. SEIBILL   | End of September                  |

\* Fitted with wireless Telegraphy New System of Telefunken.  
For further Particulars, apply to  
NORDDEUTSCHER LLOYD, MELCHERS & Co.,  
GENERAL AGENTS HONGKONG & CHINA.  
Hongkong, 27th August, 1910. 5

## NOTICES TO CONSIGNEES

S.S. "TOURANE" COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.  
CONSIGNEES of Cargo from London ex s.s. "Charente" and "Medoc" from Havre ex s.s. "Charente" from Bordeaux ex s.s. "Ville de Constantin" in connection with above Steamers, are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned 1 by the Undersigned. Goods remaining unclaimed after the 5th September, at NOON, will be subject to rent and landing charges. All claims must be sent in to me on or before the 6th Sept., or they will not be recognized. All damaged packages will be examined on the 5th Sept., at 3 P.M. No Fire Insurance has been effected.

P. THOMAS, Agent.  
Hongkong, 29th August, 1910. [2]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex s.s. "China" (Sardania) and "Himalaya" (Bales of Paper).  
From Australia ex s.s. "Macedonia."  
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared by the 6th Sept., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee's or the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.  
Hongkong, 31st August, 1910. [1]

## NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by  
DAVID SASSOON & Co., Ltd., Agents.  
Hongkong, 29th August, 1910. [991]

## NOTICE TO CONSIGNEES.

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd., Agents.  
Hongkong, 30th August, 1910. [8]

## THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd., Agents.  
Hongkong, 30th August, 1910. [8]



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR   | STEAMERS | TO SAIL          | REMARKS                    |
|---|----------|------------------|----------------------------|
| LONDON VIA USUAL PORTS  | ARCADIA  | Noon, 3rd Sept.  | See Special Advertisement. |
| KEELUNG, SHANGHAI, PUKOW, HANKOW, CHINWANTAO, MOJI, KOBE and YOKOHAMA       | PALMA    | About 3rd Sept.  | Freight only.              |
| LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES | NUBIA    | About 7th Sept.  | Freight and Passage.       |
| SHANGHAI, MOJI, KOBE and YOKOHAMA   | NORE     | About 8th Sept.  | Freight and Passage.       |
| SHANGHAI  | DELHI    | About 15th Sept. | Freight and Passage.       |

For further Particulars, apply to

E. A. HEWETT,  
Superintendent

Hongkong, 1st September, 1910.

# CHINA NAVIGATION CO., LD.

| FOR                     | STEAMERS    | TO SAIL             |
|-------------------------|-------------|---------------------|
| HOIHOW & HAIPHONG       | "SINGAN"    | On 2nd Sept. Noon.  |
| ILOILO & CEBU           | "KALFONG"   | On 2nd Sept. 4 P.M. |
| AMOY, NINGPO & SHANGHAI | "KASHING"   | On 2nd Sept. 4 P.M. |
| CHIEFOO & NEWCHWANG     | "NANCHANG"  | On 6th Sept. 4 P.M. |
| ILOILO & CEBU VIA AMOY  | "SUNGKIANG" | On 6th Sept. 4 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 35.  
For Freight or Passage apply to—  
HONGKONG, 2nd September, 1910. BUTTERFIELD & SWIRE, AGENTS.

# INDO-CHINA S. NAV. CO., LD.

| PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)  |                  |           |                   |
|--|------------------|-----------|-------------------|
|  | FOR              | STEAMERS  | TO SAIL           |
| SHANGHAI VIA SWATOW.....                                   | "CHOYSANG"...    | Friday,   | 2nd Sept., Noon   |
| TIENTSIN VIA SWATOW, TUNG-<br>TAU, WEIHAIWEI & CHEFOO..... | "CHIPSHING"..... | Friday,   | 2nd Sept., Noon.  |
| MANILA .....   | "LOONGSANG"..... | Friday,   | 2nd Sept., 4 P.M. |
| MANILA .....   | "YUENSANG".....  | Friday,   | 9th Sept., 4 P.M. |
| SHANGHAI, KOBE & MOJI .....                                | "NAMSANG".....   | Monday,   | 12th Sept., Noon. |
| SINGAPORE, PENANG & CALCUTTA.....                          | "FOOKSANG".....  | Wed' day, | 14th Sept., Noon. |

**RETURN TOURS TO JAPAN.**

RETURN TOURS TO JAPAN.  
OCCUPYING 24 DAYS.  
The Steamers "KUSSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. Hongkong, 2nd September, 1910.

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

| STEAMSHIPS | CAPTAIN             | LEAVING                        |
|------------|---------------------|--------------------------------|
| "HAIYANG"  | Capt. A. E. Hodgins | FRIDAY, 2nd Sept., at 10 A.M.  |
| "HAIYUN"   | Capt. A. H. Stewart | TUESDAY, 6th Sept., at 10 A.M. |
| "HAITAN"   | Capt. J. W. Evans   | FRIDAY, 9th Sept., at 10 A.M.  |

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Month of September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 30th August, 1910.

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI

# RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK.

## PROJECTED SAILINGS FROM HONGKONG.

| DESTINATION                 | STEAMERS     | DATE OF SAILING.  |
|-----------------------------|--------------|-------------------|
| SHANGHAI, YOKOHAMA and KOBE | "TRANQUEBAR" | On 10th September |

For Further Particulars apply to  
HONGKONG, 18th August, 1910. MELOHRS & CO., AGENTS.

# NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



## PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

| DESTINATION.  | STEAMERS.                           | TONS. | SAILING DATES.                   |
|---|-------------------------------------|-------|----------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID                  | KANAGAWA MARU<br>Capt. C. H. Butler | 7,000 | THURSDAY, 8th Sept., at 3 P.M.   |
|   | MIYAZAKI MARU<br>Capt. T. Mura      | 9,000 | WED'DAY, 14th Sept., at Daylight |
|   | KITANO MARU<br>Capt. F. E. Cope     | 9,000 | WED'DAY, 23rd Sept., at Daylight |
| VICTORIA B.C. & SEATTLE   | SADO MARU<br>Capt. Hiordahl         | 7,000 | SATURDAY, 10th Sept., from KONG. |
| VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA | AWA MARU<br>Capt. S. Ishikawa       | 7,000 | TUESDAY, 13th Sept., at 4 P.M.   |
|   | SINABA MARU<br>Capt. K. Kawara      | 7,000 | TUESDAY, 11th Oct., at Noon.     |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE                    | KUMANO MARU<br>Capt. M. Winckler    | 6,000 | FRIDAY, 2nd Sept., at Noon.      |
|   | YAWATA MARU<br>Capt. T. Sotoku      | 5,000 | FRIDAY, 30th Sept., at Noon.     |
| BOMBAY via SINGAPORE and COLOMBO  | COLOMBO MARU<br>Capt. E. Combes     | 5,000 | TUESDAY, 6th September.          |
| SHANGHAI, MOJI and KOBE   | CEYLON MARU<br>Capt. Fred. Pyno     | 6,000 | WED'DAY, 14th September.         |
| KOBE and YOKOHAMA   | HIRANO MARU<br>Capt. H. Erner       | 7,000 | THURSDAY, 15th Sept., at Noon.   |
| NAGASAKI, KOBE and YOKOHAMA   | NIKKO MARU<br>Capt. M. Yagi         | 6,000 | WED'DAY, 23rd Sept., at Noon.    |

# CHEAPEST—SUMMER RATES

BETWEEN

## HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st &amp; 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

| 1st CLASS | 2nd  | Yokohama Return | Kobe Return | Moji Return | Nagasaki Return |
|-----------|------|-----------------|-------------|-------------|-----------------|
| \$120     | \$80 | \$110           | \$70        | \$100       | \$60            |
| \$90      | \$50 |                 |             |             |                 |

With Option of rail between Calling Ports in Japan.

† Omitting Keelung and Shimoda.

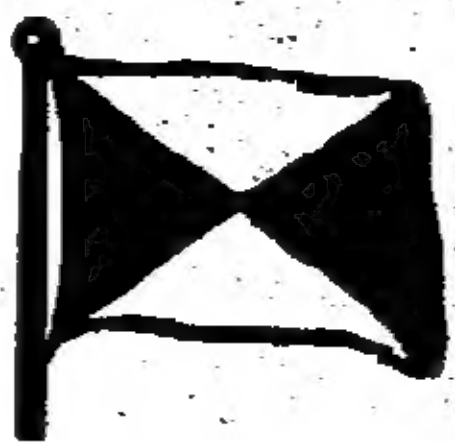
— Calling at Saigon.

† Fitted with New System of Wireless Telegraphy. † Cargo only. \* Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 1st August, 1910.

T. KUSUMOTO,  
MANAGER (11-125)

# CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS. | CAPTAIN   | FOR    | SAILING DATE.       |
|-----------|-------|-----------|--------|---------------------|
| ZAFIRO    | 2540  | A. Fraser | Manila | On 3rd Sept. Noon.  |
| EUBI      | 2540  | E. Radger | Manila | On 10th Sept. Noon. |

For Freight or Passage apply to  
HONGKONG, 29th August, 1910. SHEWAN, TOMES & Co. General Managers.

# HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

|                                 |            |
|---------------------------------|------------|
| FOR SINGAPORE, KOBE & YOKOHAMA: |            |
| S.S. AMBRIA                     | 2nd Sept.  |
| S.S. ALESIA                     | 8th Sept.  |
| S.S. C. FERD. LAEISZ            | 27th Sept. |
| S.S. ARNEMIA                    | 6th Oct.   |
| S.S. SENEGAMBIA                 | 21st Oct.  |
| S.S. SILEBIA                    | 4th Nov.   |
| S.S. SUEVIA                     | 16th Nov.  |
| S.S. ARABIA                     | 30th Nov.  |
| S.S. SCANDIA                    | 15th Dec.  |

### HOMEWARD.

|                                   |            |
|-----------------------------------|------------|
| FOR HAVRE, HAMBURG & ANTWERP:     |            |
| S.S. SAMBIA                       | 7th Sept.  |
| FOR HAVRE, BREMEN & HAMBURG:      |            |
| S.S. SPEZIA                       | 10th Sept. |
| FOR HAVRE, HAMBURG & ANTWERP:     |            |
| S.S. LIBERIA                      | 14th Sept. |
| FOR ROTTERDAM, HAMBURG & ANTWERP: |            |
| S.S. BADENIA                      | 2nd Oct.   |
| FOR MARSEILLES & HAMBURG:         |            |
| S.S. AMBRIA                       | 4th Oct.   |
| FOR HAVRE & HAMBURG:              |            |
| S.S. ALESIA                       | 9th Oct.   |

Further Particulars, apply to—

HONGKONG, 2nd September, 1910.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

|                    |                   |                              |
|--------------------|-------------------|------------------------------|
| S.S. BUJO MARU     | 10,500 tons gross | ... Sail Oct. 22nd, at Noon. |
| S.S. HONGKONG MARU | 11,000 "          | ... Dec. 21st, at Noon.      |
| S.S. KIYO MARU     | 17,200 "          | ... About Mid. Feb. 1911     |

For particulars apply to

N. YAMADA, Acting Manager.

HONGKONG, 1st September, 1910.

TOYO KISEN KAISHA, King's Building.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

| STEAMER   | FROM  | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT          |
|-----------|-------|----------------------|----------------|----------------------|
| TJIPANAS  | JAPAN | Second half of Aug.  | JAVA           | First half of Sept.  |
| TJILATJAP | JAVA  | Second half of Aug.  | JAPAN          | First half of Sept.  |
| TJIBODAS  | JAPAN | First half of Sept.  | JAVA           | First half of Sept.  |
| TJILIWONG | JAVA  | First half of Sept.  | SHANGHAI       | First half of Sept.  |
| TJIMAH    | JAVA  | Second half of Sept. | JAPAN          | Second half of Sept. |
| TJIKINI   | JAVA  | First half of Oct.   | SHANGHAI       | First half of Oct.   |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
JAVA-CHINA-JAPAN LIJN.  
Yok Buildings, 1st Floor. Hongkong, 31st August, 1910. Telephone No. 375. [16]

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND

RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

| FOR                                  | STEAMERS          | Tons (Gross reg.) | LEAVES.                       |
|--------------------------------------|-------------------|-------------------|-------------------------------|
| VICTORIA, B.C. & TACOMA              | "TACOMA MARU"     | 6,178             | WED'DAY, 7th Sept., at Noon.  |
| VIA KEELUNG, MOJI, KOBE and YOKOHAMA | Capt. H. Yamamoto |                   |                               |
| VICTORIA, B.C. & TACOMA              | "PANAMA MARU"     | 6,059             | WED'DAY, 21st Sept., at Noon. |
| VIA MOJI, KOBE and YOKOHAMA          | Capt. T. Ogata    |                   |                               |

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

| FOR                       | STEAMERS          | LEAVES.                       |
|---------------------------|-------------------|-------------------------------|
| TAMSUI VIA SWATOW, & AMOY | "DAIJIN MARU"     | SUNDAY, 4th Sept., at 10 A.M. |
|                           | Capt. Y. KUBURAKI |                               |

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the two months of September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NISSHIN

KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

## HONGKONG-NANKING, RETURN.

| 1st CLASS | 2nd CLASS | 3rd CLASS. |
|-----------|-----------|------------|
| \$73.00   | \$55.00   | \$27.00.   |

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "ABUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local

Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS  
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBI-

TION OF 1910.

Head Office for the Far East:—

16, DES VŒUX ROAD, HONGKONG.

Japan Office:—

32, WATER STREET, YOKOHAMA.

# O. B. ICE

Made from distilled water only. Quadruplicate

filtration. Absolute purity assured. Plant open

to inspection at all times.

# ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 &amp; 57, DES VŒUX ROAD.



